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## For information on goods contact: U.S. Census Bureau:

Havdn R. Mearkle (301) 763-2246 (301) 763-2311 Nick Orsini

# CB-03-15 Press Copy

FT-900 (02-11)



## For information on services contact: **Bureau of Economic Analysis:**

Technical: Christopher Bach (202) 606-9545 Media: Larry Moran (202) 606-2649

# U.S. INTERNATIONAL TRADE IN GOODS AND SERVICES

## November 2002

#### **Goods and Services**

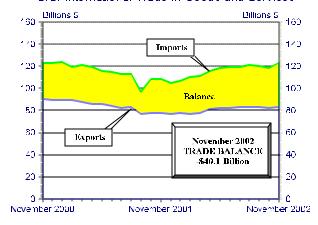
The U.S. Census Bureau and the Bureau of Economic Analysis, through the Department of Commerce, announced today that total November exports of \$83.2 billion and imports of \$123.3 billion resulted in a goods and services deficit of **\$40.1 billion.** \$4.9 billion more than the \$35.2 billion in October, revised. November exports were \$0.9 billion more than October exports of \$82.3 billion. November imports were \$5.8 billion more than October imports of \$117.5 billion.

In November, the goods deficit increased \$4.8 billion from October to \$44.3 billion, and the services surplus decreased \$0.1 billion to \$4.2 billion. Exports of goods increased \$0.6 billion to \$58.0 billion, and imports of goods increased \$5.4 billion to \$102.3 billion. Exports of services increased to \$25.2 billion from \$24.9 billion, and imports of services increased to \$21.0 billion from \$20.6 billion.

## Goods

The October to November change in exports of goods reflected increases in industrial supplies and materials (\$0.5 billion) and foods, feeds, and beverages (\$0.4 billion). Decreases occurred in

#### U.S. International Trade in Goods and Services



automotive vehicles, parts, and engines (\$0.3 billion); capital goods (\$0.1 billion); and other goods (\$0.1 billion). Consumer goods were virtually unchanged.

The October to November change in imports of goods reflected increases in consumer goods (\$2.7 billion); capital goods (\$2.1 billion); automotive vehicles, parts, and engines (\$0.7 billion); and foods, feeds, and beverages (\$0.4 Decreases occurred in industrial supplies and materials (\$0.4 billion) and other goods (\$0.2 billion).

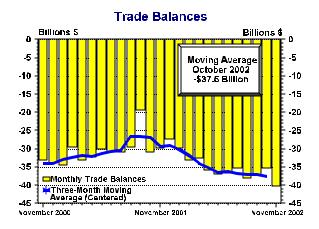
#### Services

Services exports increased \$0.3 billion from October to November. The increase was mostly accounted for by increases in *travel*, *other private services* (which includes items such as business, professional, and technical services; insurance services; and financial services) and *other transportation* (which includes freight services and port expenditures by carriers).

Services imports increased \$0.4 billion from October to November. *Travel* and *other transportation* accounted for most of the increase.

#### **Goods and Services Moving Average**

For the three months ending in November, exports of goods and services averaged \$82.8 billion, while imports of goods and services averaged \$120.2 billion, resulting in a average trade deficit of \$37.5 billion. For the three months ending in October, the average trade deficit was \$36.8 billion, reflecting average exports of \$82.8 billion and average imports of \$119.6 billion.



#### Selected Not Seasonally Adjusted Goods Details

The November figures showed surpluses, in billions of dollars, with Australia \$0.5 (for October \$0.6) and Hong Kong \$0.3 (\$0.1). Deficits were recorded, in billions of dollars, with China \$10.5 (\$9.5), Western Europe \$7.9 (\$8.7), Japan \$6.5 (\$6.5), Canada \$3.7 (\$4.3), OPEC \$2.9 (\$3.6), Mexico \$2.9 (\$3.5), Korea \$1.6 (\$1.1), Taiwan \$1.3 (\$1.1), Brazil \$0.2 (\$0.5), Argentina \$0.2 (\$0.1), and Singapore \$0.1 (surplus of \$0.3).

Advanced technology products (ATP) exports were \$14.7 billion in November and imports were \$17.7 billion, resulting in a deficit of \$3.1 billion. November exports were \$1.0 billion less than the \$15.7 billion in October, while imports were \$0.2 billion more than the \$17.5 billion in October.

#### Revisions

Goods carry-over in November was \$0.6 billion (1.0 percent) for exports and \$1.2 billion (1.2 percent) for imports. For October, revised export carry-over was \$0.1 billion (0.2 percent), revised down from \$0.3 billion (0.5 percent). For October, revised import carry-over was \$0.2 billion (0.2 percent), revised down from \$0.7 billion (0.7 percent).

Services exports for October were virtually unrevised at \$24.9 billion. Services imports for October were revised up \$0.1 billion to \$20.6 billion. The revision was more than accounted for by an upward revision in *passenger fares*.

**NOTE**: Ports located on the west coast of the United States were closed during the last two days of September and the first eight days of October due to a labor dispute. The impact cannot be separately identified in the source data.

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